DEPARTMENT OF PUBLIC WORKS, CANADA.

GEORGIAN BAY SHIP CANAL SURVEY.

LIST OF PLATES ACCOMPANYING REPORT.

PLATE No. 16—Survey plan, mile 405 to mile 444.
17—Survey plan, Summit Feeder Canal.
18—Plan of standard flight of two locks (Nipissing District).
19—Plan of standard single lock (Nipissing District).
19a—Plan of standard lock (Ottawa District).
20—Plan showing lake freight steamer in standard lock.
21—Plan of stop-log regulating sluices.
21a—Plan of stop-log hoisting machine.
22, 22 A. B. C. D. E—Plans of electrical operating and lighting system.
23—Plan of Verdun regulating culverts.
24—Plan of regulating Stoney sluices at Deux Rivières.
25—Daily discharge of the Ottawa River at Besserer's Grove for 1846, 1876, 1881, 1887, 1890, 1904, 1905 and 1906.
26—Daily discharge of the Ottawa River at Montreal, Besserer's Grove, Gower Point and Deux Rivières.
27—Flow over weirs.
28—Daily discharge of the Amable du Fond River, together with the daily fluctuation of Kioshkoqui, Manitou, Tea and Three Miles Lakes, and the daily precipitation in inches at Kioshkoqui Lake.
29—Daily discharge in flow and the rainfall at Lake Talon, also the fluctuation of Tributary Lakes, and the rainfall in inches on the Watershed.
30—Daily discharge of the Ottawa River at Besserer's Grove from 1844 to 1846, and 1850 to 1906; also the monthly precipitation and the mean monthly temperature from 1866 to 1906.
31—Map of Summit and Amable du Fond Watersheds showing proposed diversion into Feeder Canal.
32—Diagram and Plan of Upper Lock Gates.
33—Diagram and Plan of Lower Lock Gates.

Public Works, Canada

Georgian Bay Ship Canal

LAKE HURON TO MONTREAL

22 Foot Channel Project

MILE 405 TO GEORGIAN BAY

1908

Scales of Feet

HORIZONTAL

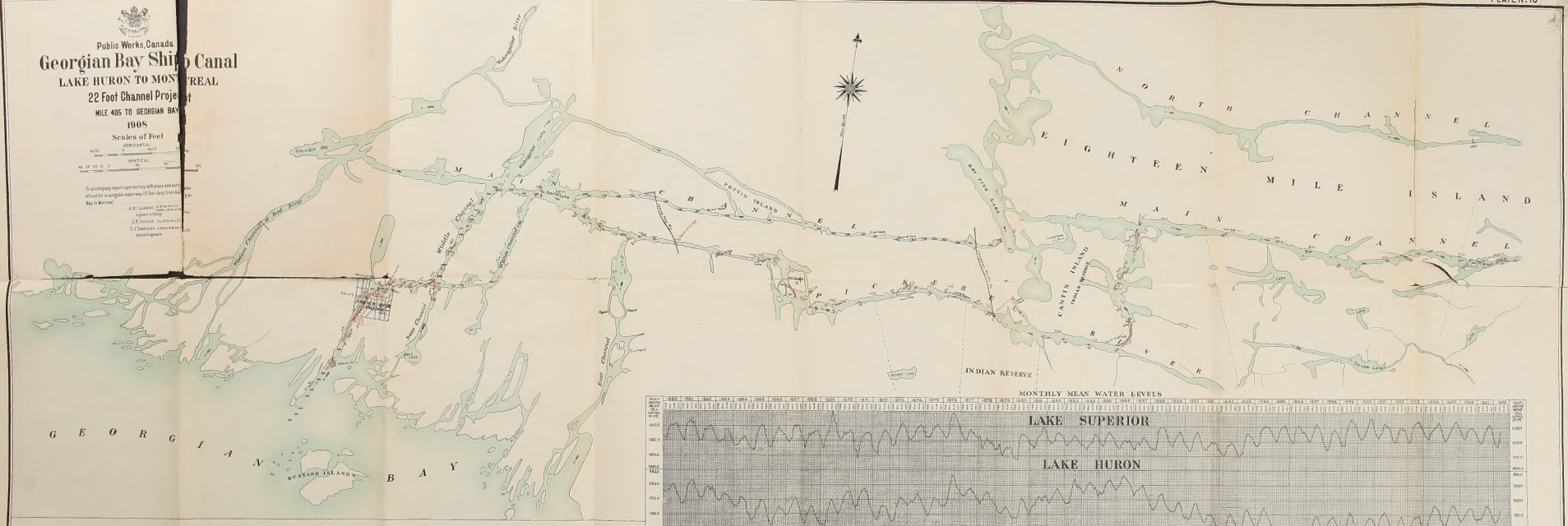
VERTICAL

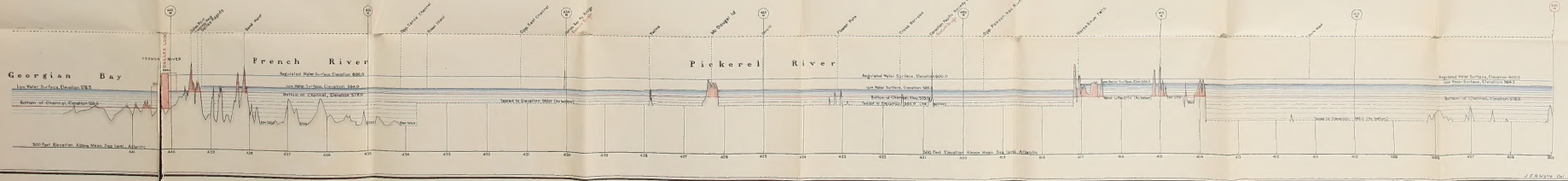
To accompany report upon survey with plans and sections of route for a navigable waterway 22 feet deep from Georgian Bay to Montreal

A. D'I. LAURENT, C.E., M.Can.Soc.C.E., Engineer in Charge

G. R. STARKEY, C.E., M.Can.Soc.C.E., Consulting Engineer

T. J. CHAPLEAU, C.E., M.Can.Soc.C.E., Consulting Engineer





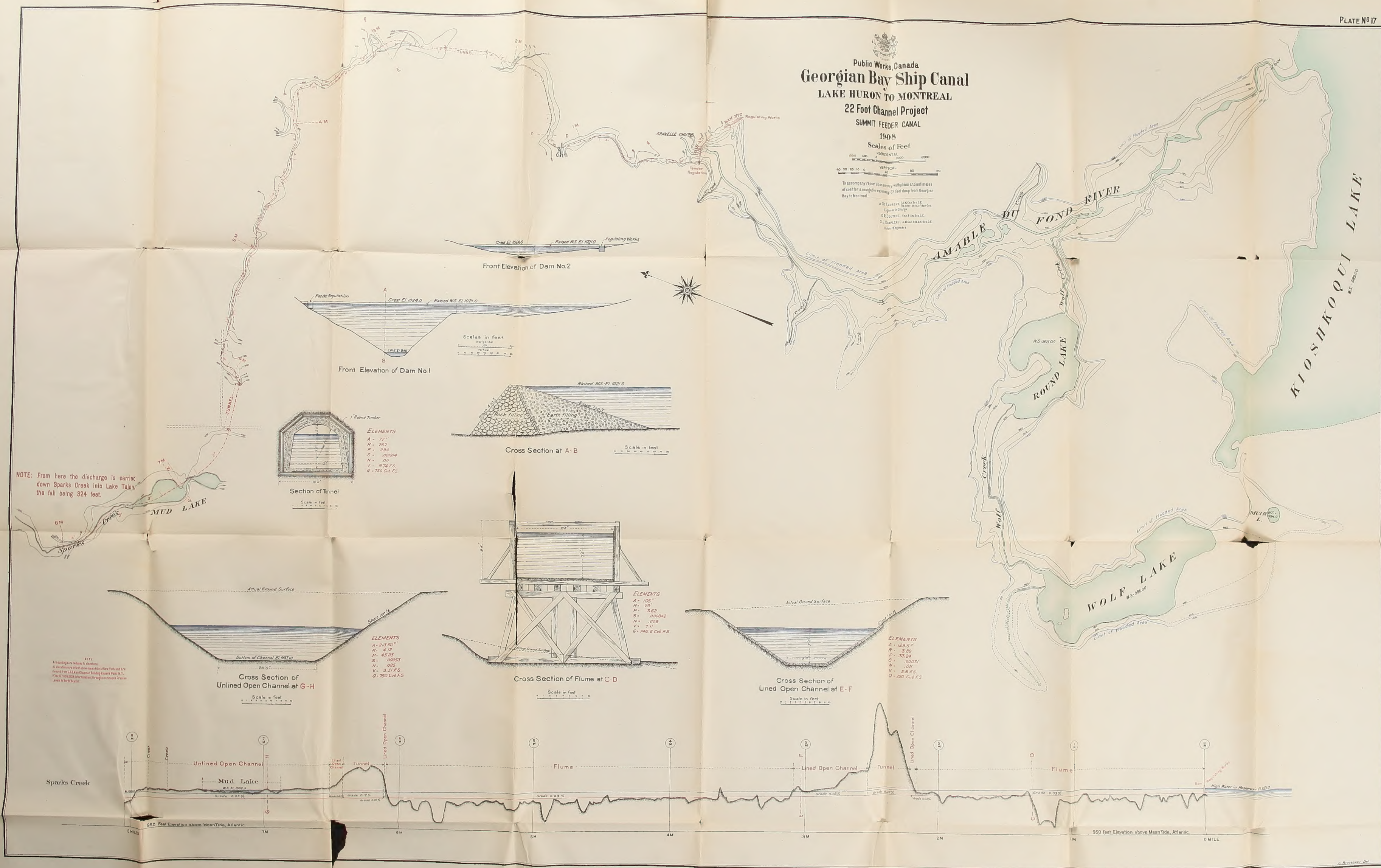


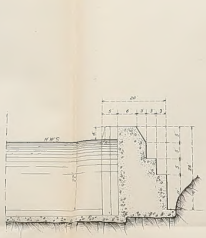
PLATE Nº 17
Public Works, Canada
Georgian Bay Ship Canal
LAKE HURON TO MONTREAL
22 Foot Channel Project
SUMMIT FEEDER CANAL
1908
Scales of Feet
HORIZONTAL
VERTICAL
To accompany report upon survey, with plans and estimates of cost, for a navigable waterway, 22 feet deep from Georgian Bay to Montreal.
A. St Laurent, Engineer in Charge
C. R. Coutlee
S. J. Chapleau
District Engineers
NOTE: From here the discharge is carried down Sparks Creek into Lake Talon, the fall being 324 feet.
MUD LAKE
Sparks Creek
TUNNEL
GRAVELLE CHUTE
Regulating Works
Feeder Regulation
AMABLE DU FOND RIVER
Limit of Flooded Area
ROUND LAKE
WOLF LAKE
Wolf Creek
KIOSHKOQUI LAKE
MUIR L.
Front Elevation of Dam No. 2
Front Elevation of Dam No. 1
Crest El. 1024.0
Raised W.S. El. 1021.0
Scales in feet
Cross Section at A-B
Rock filling
Earth filling
Section of Tunnel
ELEMENTS
Cross Section of Unlined Open Channel at G-H
Actual Ground Surface
Cross Section of Flume at C-D
Cross Section of Lined Open Channel at E-F
Unlined Open Channel
Tunnel
Lined Open Channel
Flume
950 Feet Elevation above Mean Tide, Atlantic
High Water in Reservoir El. 1021.0

PUBLIC WORKS CANADA

GEORGIAN BAY SHIP CANAL

STANDARD LOCKS IN FLIGHT

NIPISSING DISTRICT



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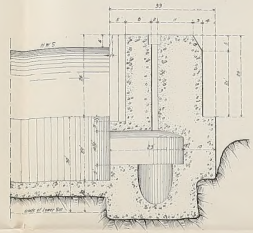
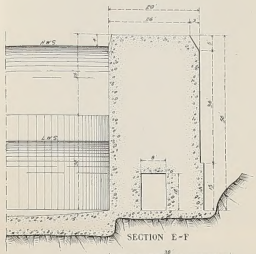


SECTION C-D



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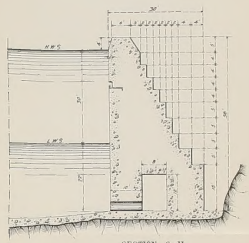
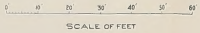
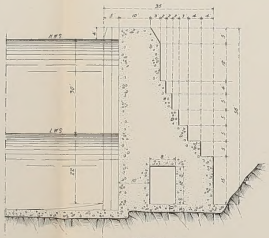


SECTION G-H





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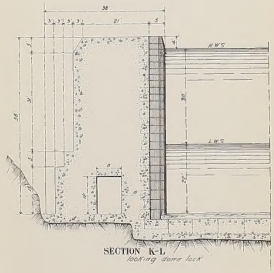
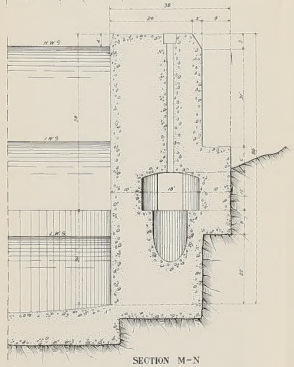


SECTION K-L
looking down lock



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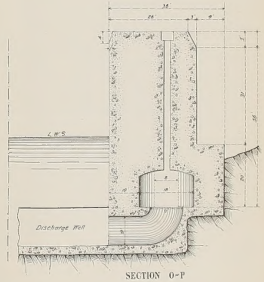

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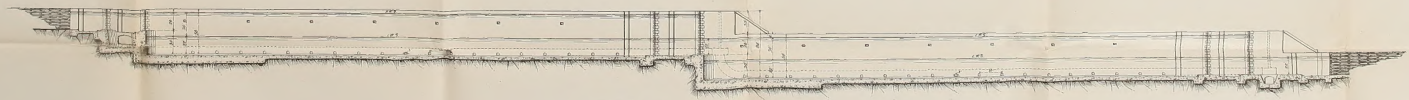
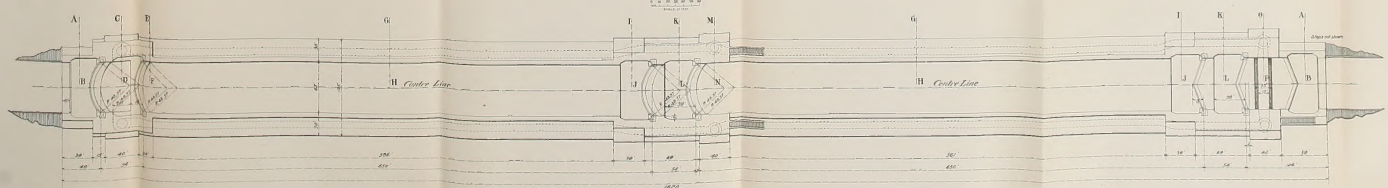


SECTIONAL ELEVATION
Through Centre Line



1908

PLAN

P.E. Moffat Del.

PUBLIC WORKS CANADA

GEORGIAN BAY SHIP CANAL

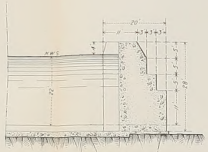
STANDARD SINGLE LOCK

NIPISSING DISTRICT

SCALES IN FEET

FOR PLAN & ELEVATION

FOR SECTIONS



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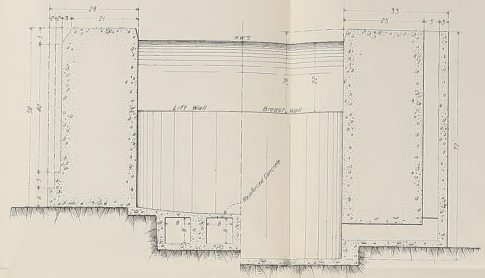

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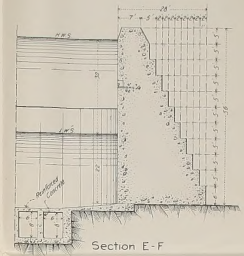

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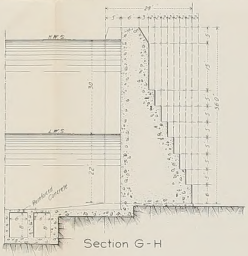

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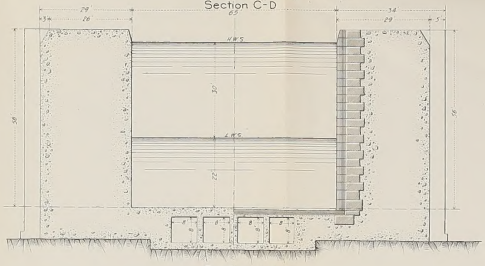

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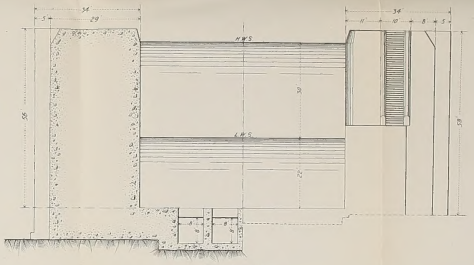
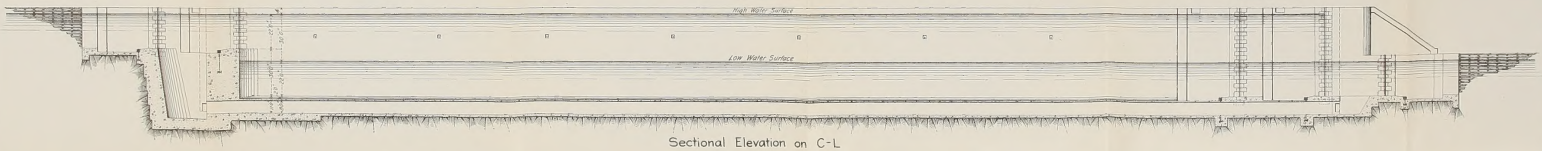
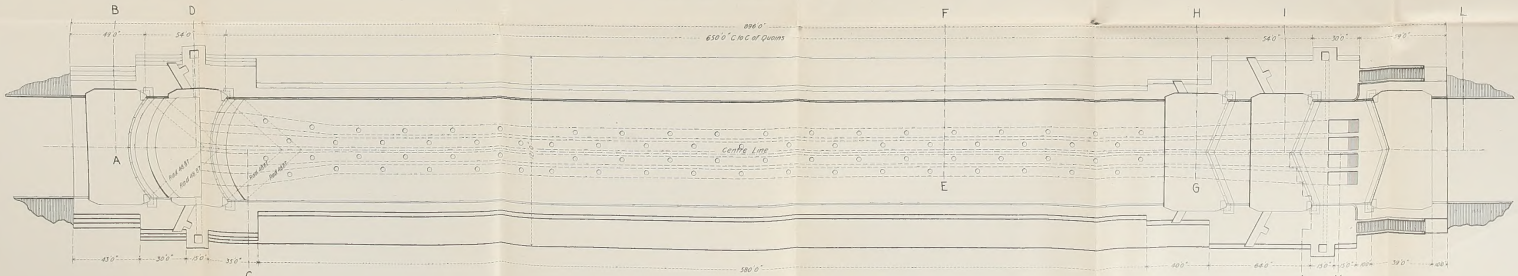


Section K-L



Sectional Elevation on C-L



Plan

P.E. Moffatt Del.

SCALES IN FEET

FOR PLAN & ELEVATION

FOR SECTIONS

PUBLIC WORKS CANADA

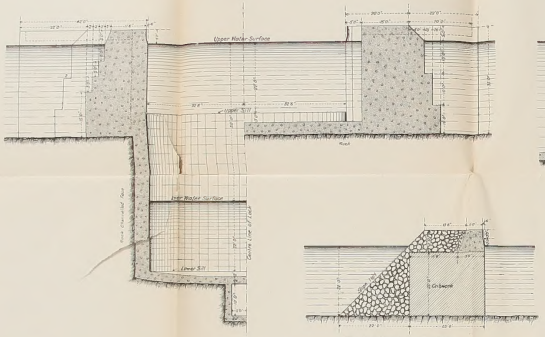
GEORGIAN BAY SHIP CANAL

STANDARD SINGLE LOCK

OTTAWA DISTRICT

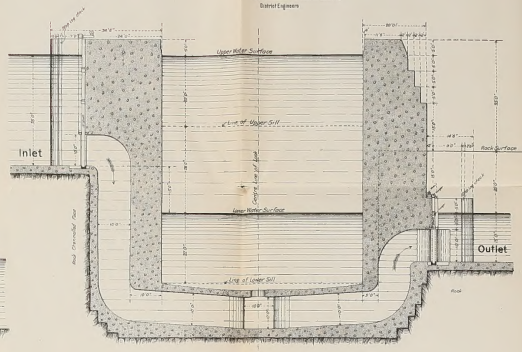
To accompany report upon survey, with plans and estimates of cost for a navigable waterway 22 feet deep from Georgian Bay to Montreal.

A. ST LAURENT, A.M.Can.Soc.C.E.
Engineer in Chief
O.R. GOUTLEE, Can.& Am.Soc.C.E.
S.J. CHAPLEAU, A.M.Can.& M.Am.Soc.C.E.
District Engineers

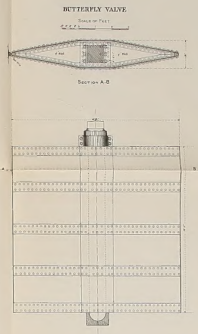


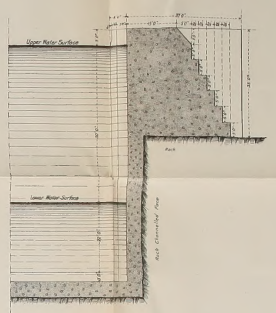
Section A-B

Section through Entrance Piers



Section C-D





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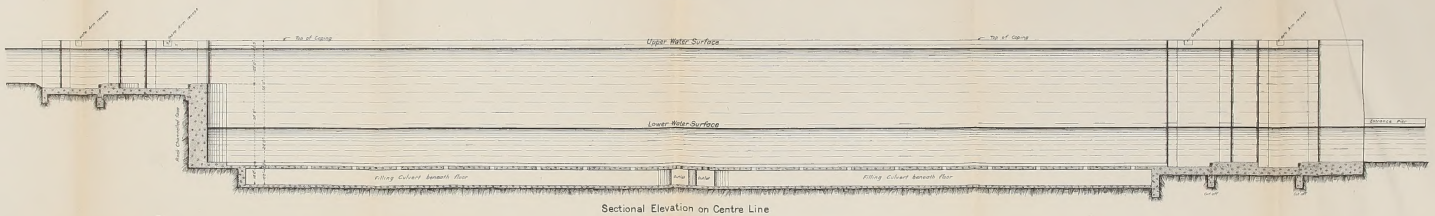
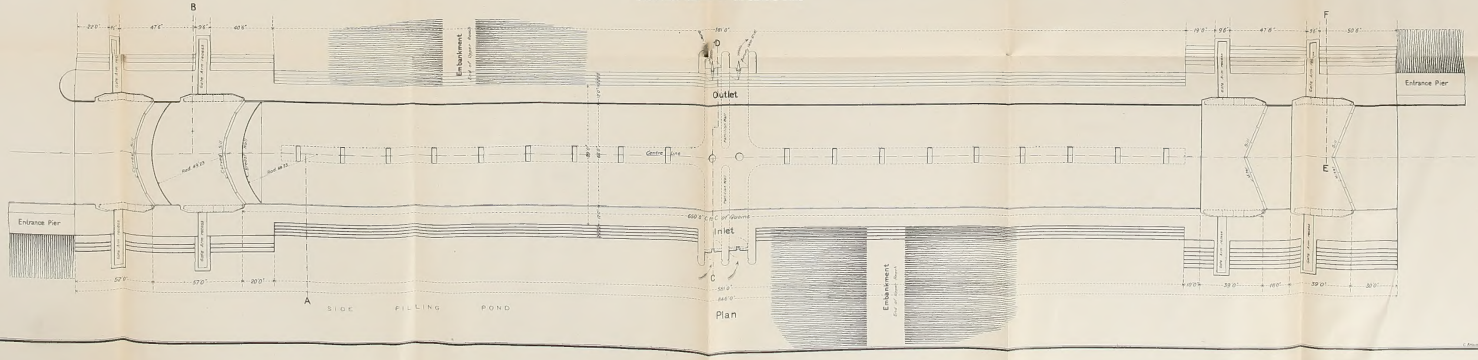


Sectional Elevation on Centre Line



PUBLIC WORKS CANADA

GEORGIAN BAY SHIP CANAL

PLAN SHOWING

MODERN TYPE OF LAKE FREIGHT STEAMER

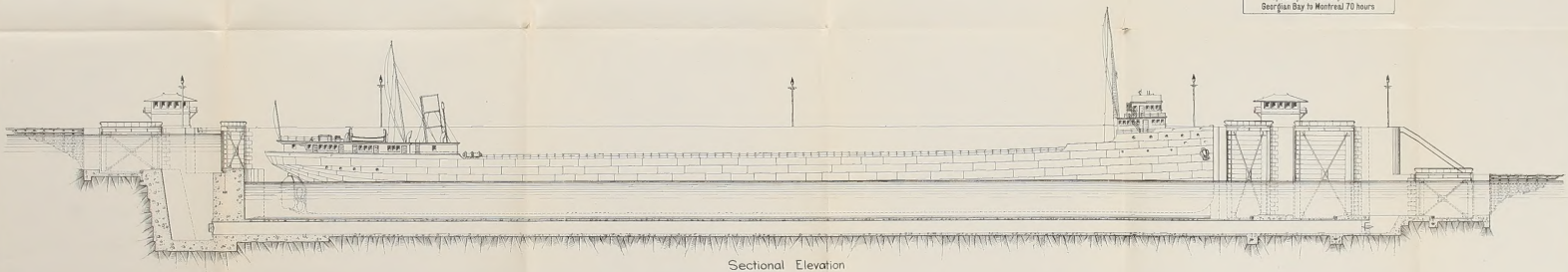
IN

PROPOSED STANDARD CANAL LOCK

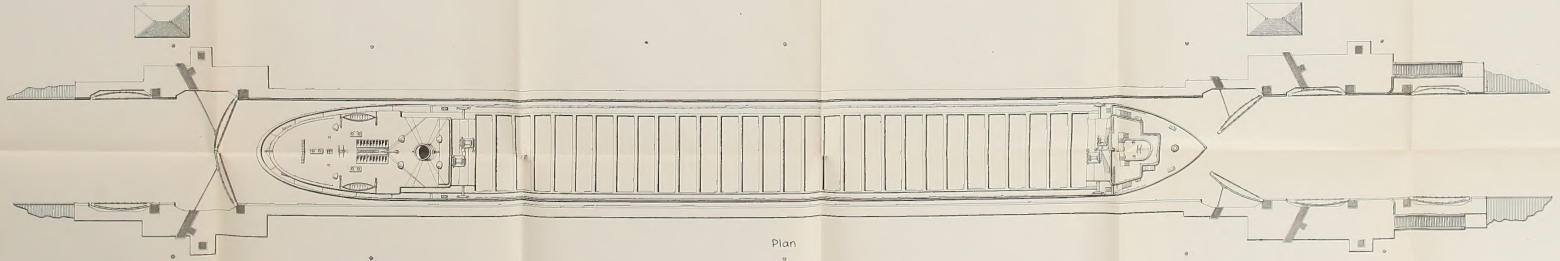
SCALE IN FEET

0 10 20 30 40 50 60 70 80 90 100

DESCRIPTION OF FREIGHT STEAMER
Lenght 600 Feet Beam 60 Feet Draft 20 Feet
Capacity 12000 Tons
400000 Bushels of Wheat
equivalent to
400 cars of 80000 lbs capacity each
or
10 Trains of 40 cars each
Speed up to 12 Miles per hour
Georgian Bay to Montreal 70 hours



Sectional Elevation



Plan

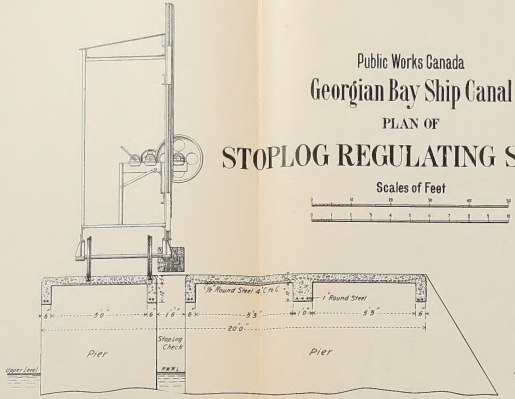
Public Works Canada

Georgian Bay Ship Canal

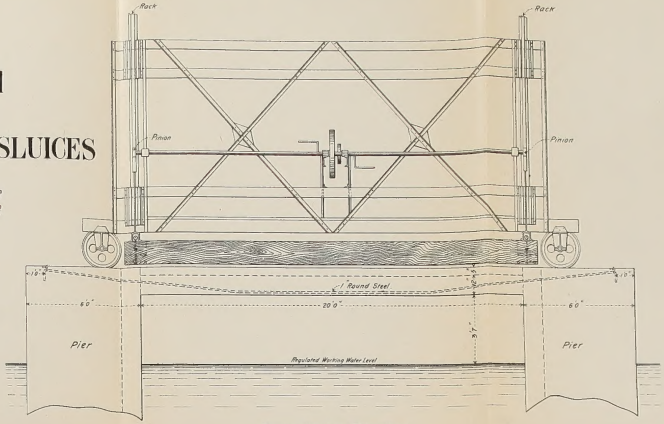
PLAN OF

STOPLOG REGULATING SLUICES

Scales of Feet

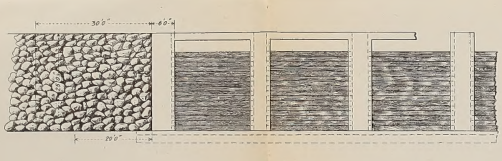


Section K-L

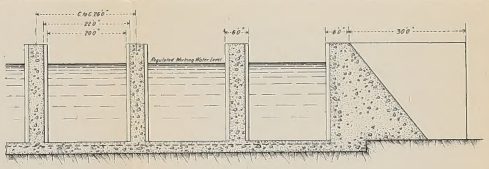


Downstream Elevation

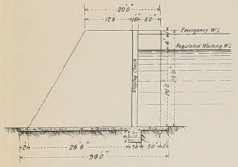
Showing flooring of Reinforced Concrete



Downstream Elevation



Section A-B-C-D



Section G-H

To accompany report upon survey, with plans and estimates of cost, for a navigable waterway, 22 feet deep from Georgian Bay to Montreal.....

A. St. Laurent: A.M.Can.Soc.C.E. M.Inst.Mech.of Mex.Con. Engineer in Charge

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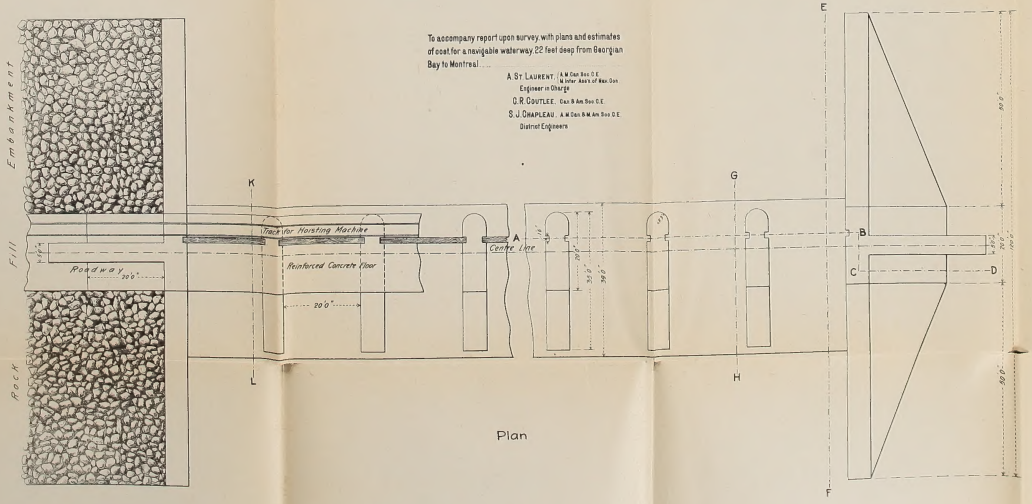


Plan

P.E.Moffet Del.

DESIGNED BY
R. L. HAYCOCK, C.E.

UNDER DIRECTION OF
A. ST. LAURENT, A. M. CAN. SOC. C.E.,
M. INTER. ASS'N. OF NAV. CON.
ENGINEER IN CHARGE
C. R. COUTLEE, CAN. & A.M. SOC. C.E.
B. J. CHAPLEAU, A. M. CAN. & M. AM. SOC. C. E.,
DISTRICT ENGINEERS

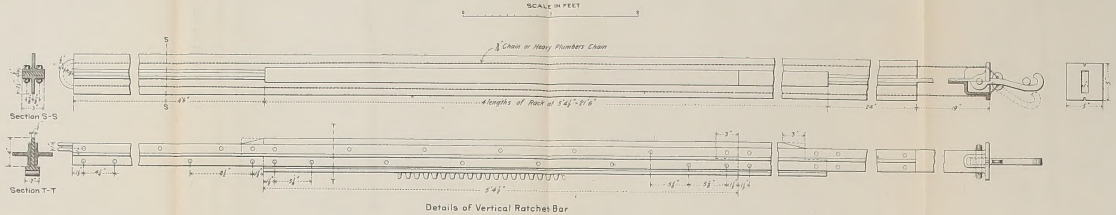
PUBLIC WORKS CANADA

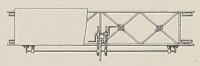
GEORGIAN BAY SHIP CANAL

DETAILS OF

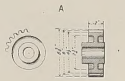
MACHINE FOR OPERATING STOPLOGS

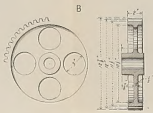
SCALE IN FEET

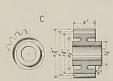


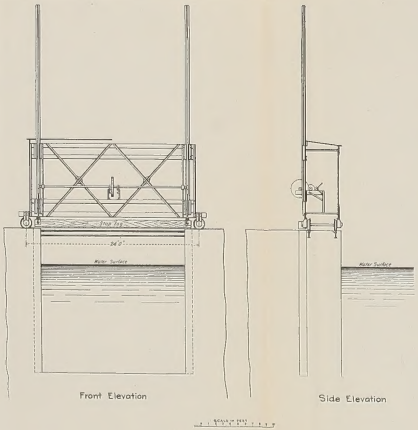

Plan

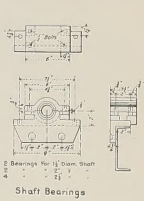

Guide for Ratchet Bar

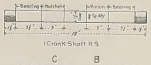


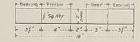


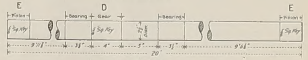


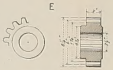


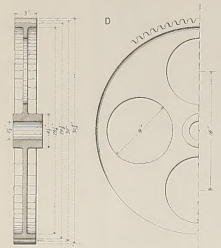


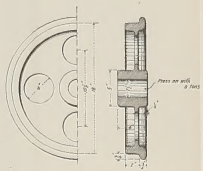


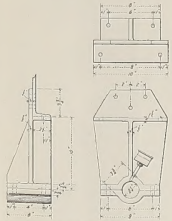


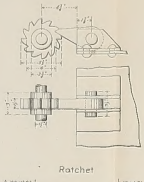


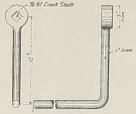






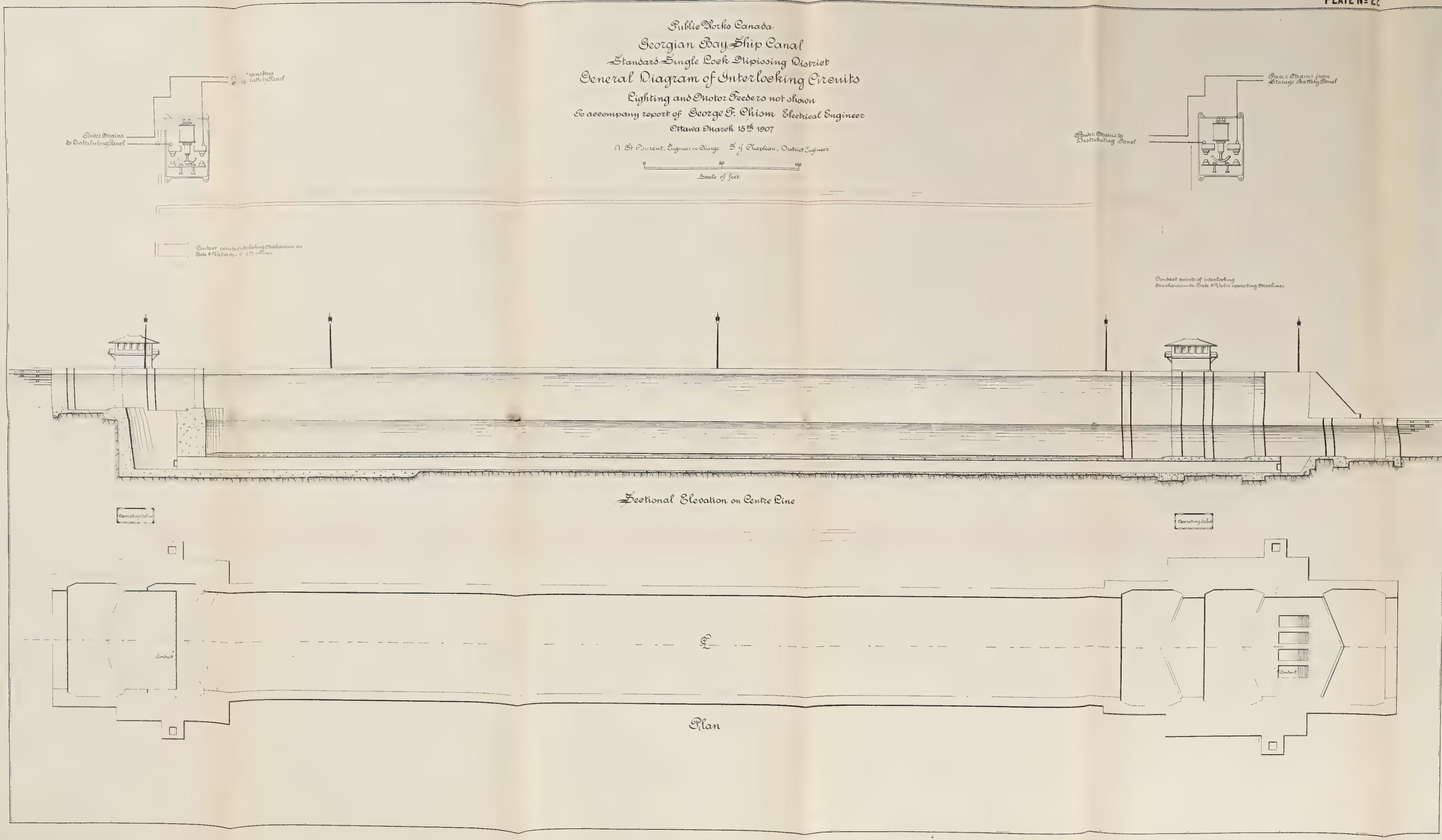






P.E. Moffat Del.

PLATE No 22


Public Works Canada
Georgian Bay Ship Canal
Standard Single Lock Nipissing District
General Diagram of Interlocking Circuits
Lighting and Motor Feeders not shown
To accompany report of George F. Chism Electrical Engineer
Ottawa March 15th 1907
A. St Laurent, Engineer in Charge S. J. Chaplean, District Engineer
0 50 100
Scale of feet.
Power Mains from Storage Battery Panel
Power Mains to Distributing Panel
Contact points of interlocking Mechanism on Gate & Valve operating Machines
Sectional Elevation on Centre Line
Operating Table
Conduit
Plan

Public Works Canada

Georgian Bay Ship Canal

Standard Flight of Locks Shipcoing District

General Diagram of Interlocking Circuits

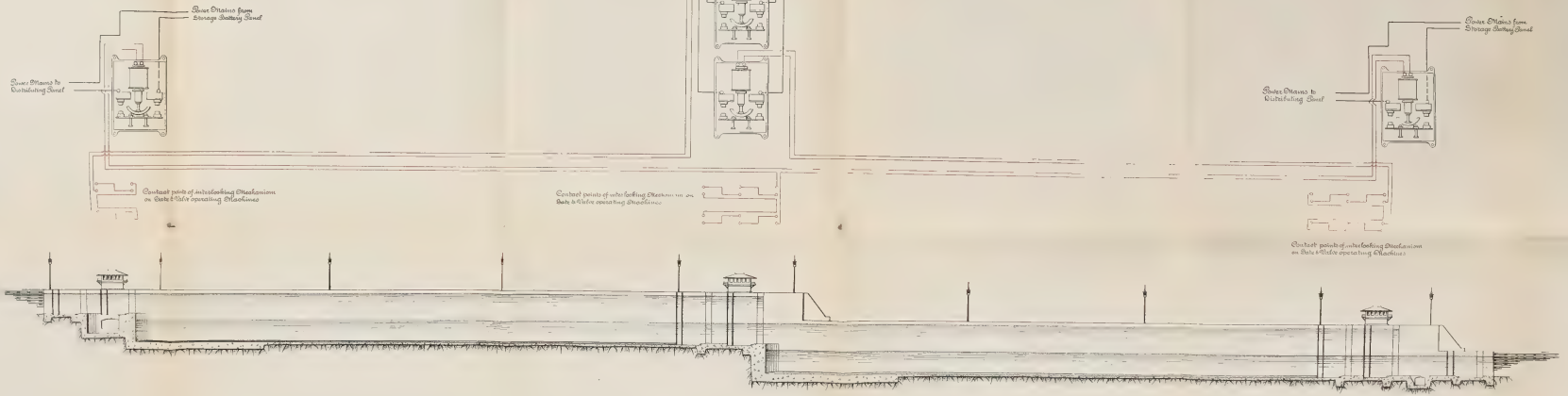
Lighting and Motor Feeders not shown

To accompany report of George F. Chism Electrical Engineer

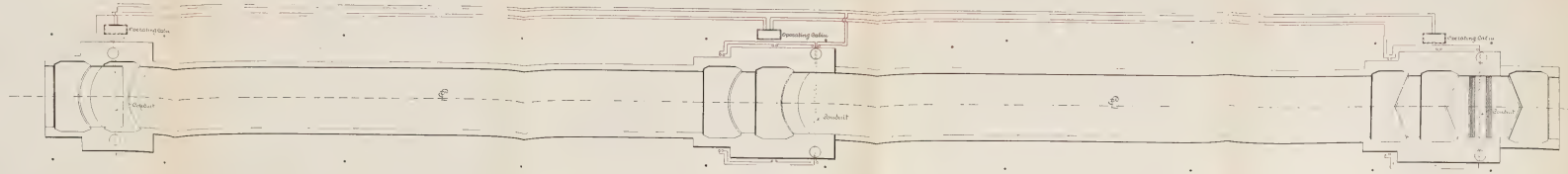
Ottawa March 15th 1907

A. St. Laurent, Engineer in Charge J. J. Chapleau, District Engineer

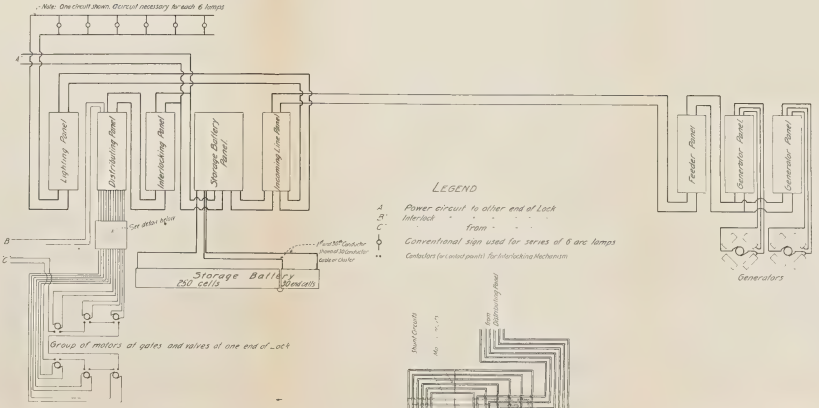
Scale of feet



Sectional Elevation on Centre Line



Plan



A St Laurent
Engineer in Charge
S J Chapleau
District Engineer

D P W CANADA

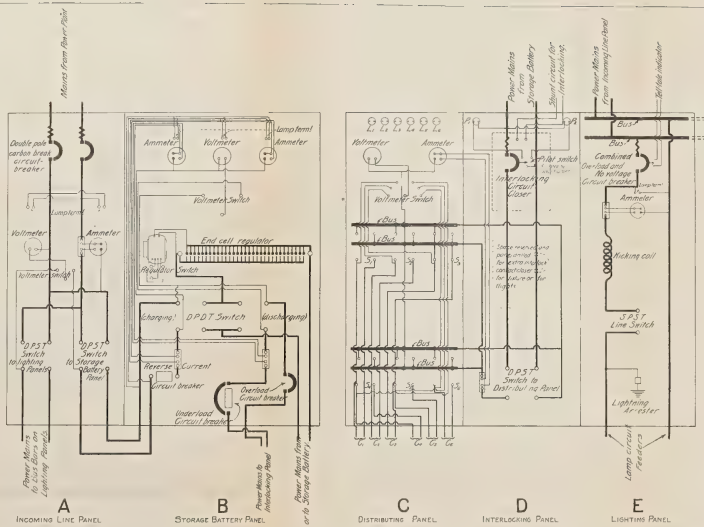
GEORGIAN BAY SHIP CANAL

SKETCH OF

DIAGRAM OF CIRCUITS

TO ACCOMPANY REPORT OF

GEORGE F. CHISM
ELECTRICAL ENGINEER
OTTAWA MARCH 15, 1907



LEGEND

D.P.S.T. Double pole single throw
D.P.D.T. double " "
S.P.S.T. Single " single "
L_1, L_2, L_3 etc Lamps indicating when gates or valves are closed
C_1, C_2, C_3 etc. Circuits leading to controllers
P_2 Lamp indicating when interlocking circuit is closed (white)
P_3 " " " " open (red)

A St Laurent
Engineer in Charge

S J Chapleau
District Engineer

D.P.W. Canada

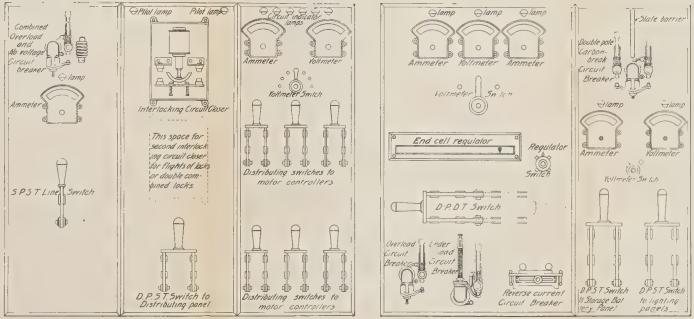
GEORGIAN BAY SHIP CANAL

SKETCH OF CONNECTIONS OF SWITCHBOARD

TO ACCOMPANY REPORT OF

GEORGE F. CHISM
Electrical Engineer

Ottawa March 15, 1917



E
LIGHTING PANEL

D
INTERLOCKING PANEL

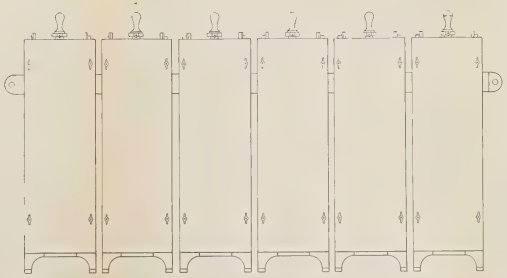
C
DISTRIBUTING PANEL

B
STORAGE BATTERY PANEL

A
INCOMING LINE PANEL

A. St Laurent
Engineer in Charge
S. J. Chapleau
District Engineer

D.P.W. CANADA
GEORGIAN BAY SHIP CANAL
SKETCH OF
ASSEMBLY OF SWITCHBOARD
TO ACCOMPANY REPORT OF
GEORGE F. CHISM
ELECTRICAL ENGINEER
OTTAWA MARCH 1917



ELEVATION.

PLAN

D.P.W. CANADA

GEORGIAN BAY SHIP CANAL

SKETCH OF

ASSEMBLY OF CONTROLLERS

TO ACCOMPANY REPORT OF

GEORGE F. CHISM.
ELECTRICAL ENGINEER
Ottawa March 15 1907.

A. St. Laurent
Engineer in Charge

S. J. Chapleau
District Engineer

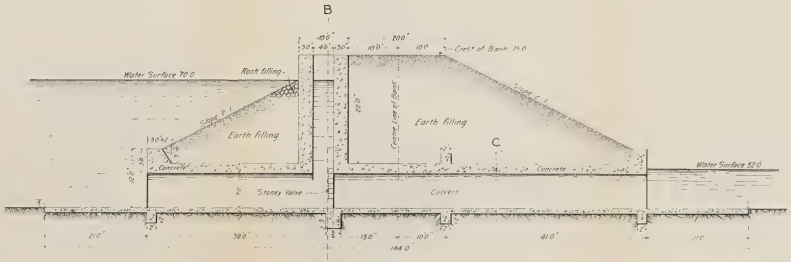
PUBLIC WORKS CANADA

GEORGIAN BAY SHIP CANAL

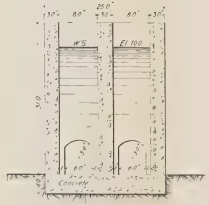
REGULATING CULVERT

AT VERDUN LOCK

SCALE OF FEET

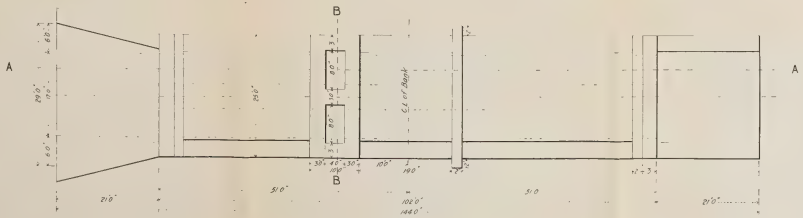


Section A-A

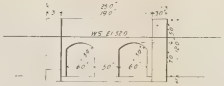


Section B-B

Section C-C



Plan



Elevation

looking up stream

Paul E Moffet Del

PUBLIC WORKS CANADA

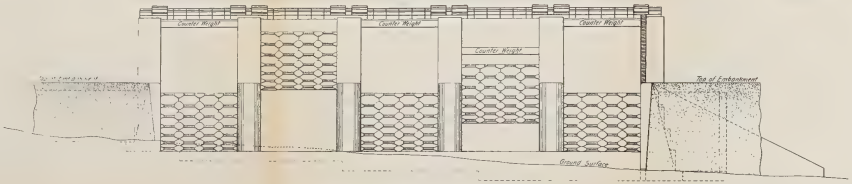
GEORGIAN BAY SHIP CANAL

REGULATING STONEY SLUICES

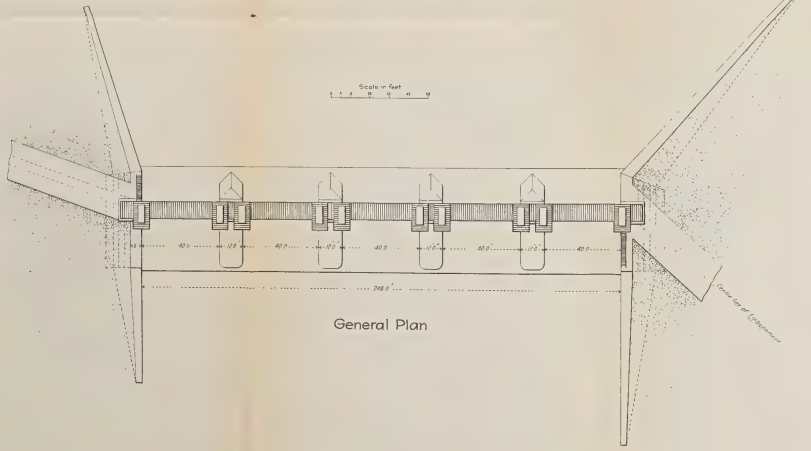
AT DEUX RIVIERES

To accompany report upon survey, with plans and estimates of cost for a navigable waterway 22 feet deep from Georgian Bay to Montreal

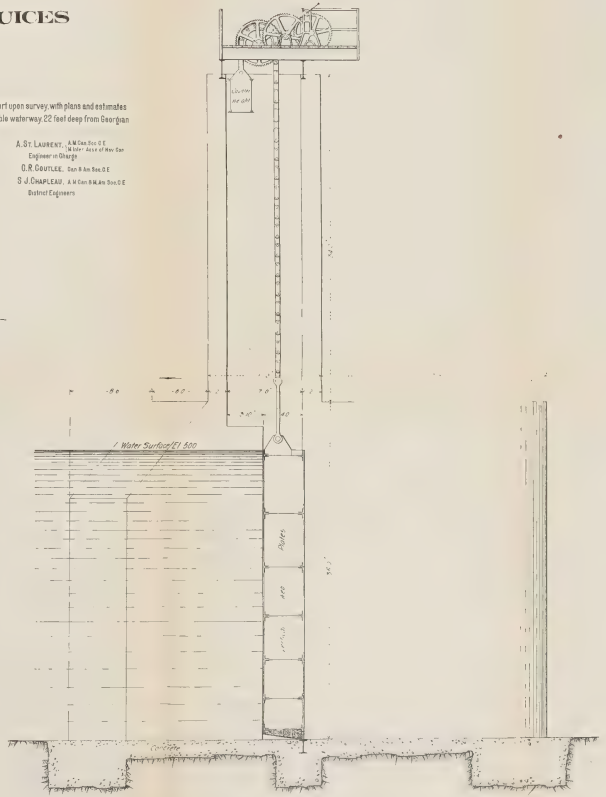
A. ST. LAURENT, A.M.Can.Soc.C.E., Member Assoc. of Mex. Civ. Engineers in Charge
G.R. GOUTLEE, Can.& Am.Soc.C.E.
S.J. CHAPLEAU, A.M.Can.& M.Am.Soc.C.E.
District Engineers



Elevation of General Plan

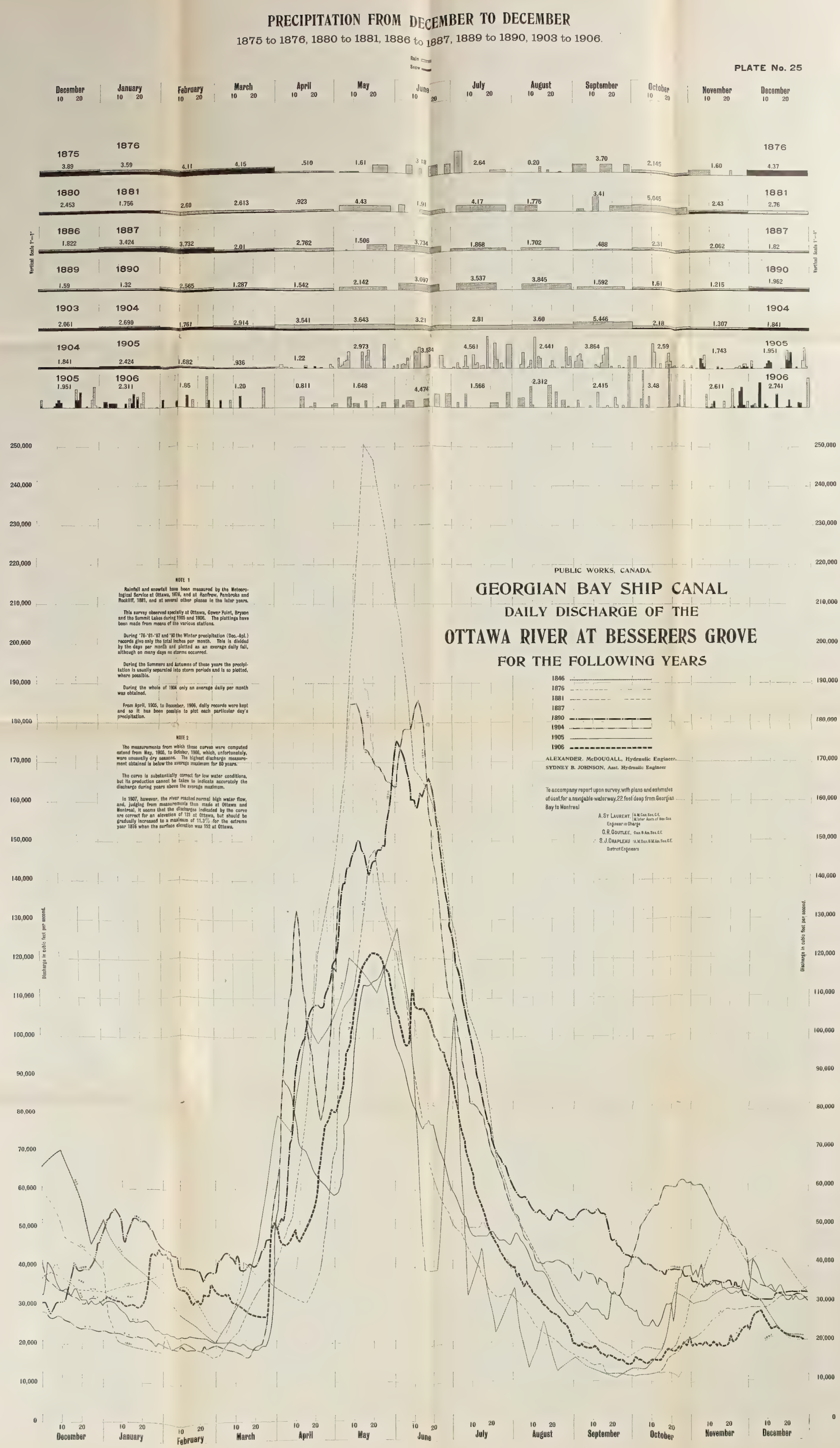


General Plan



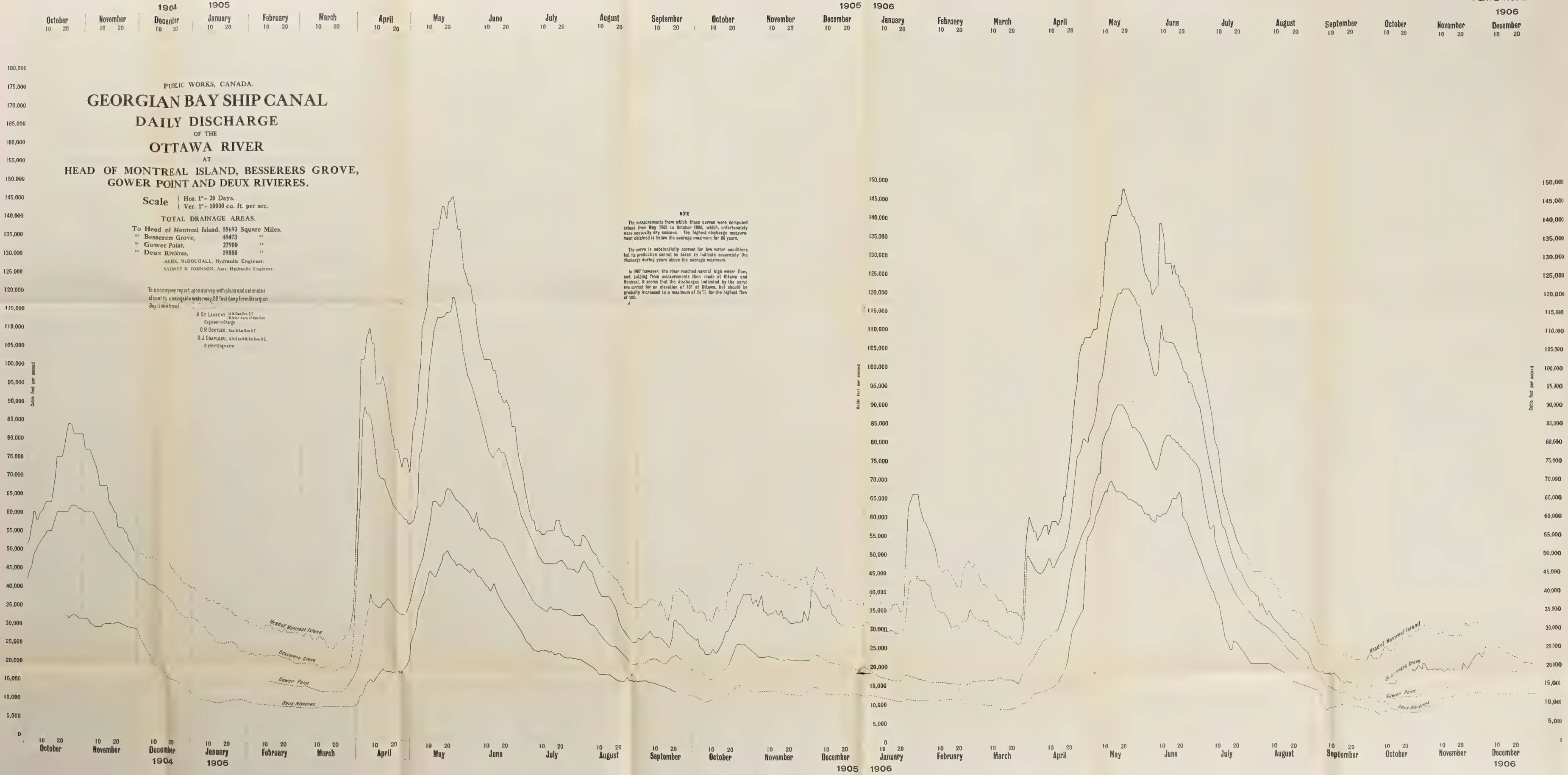
Side Elevation of Pier

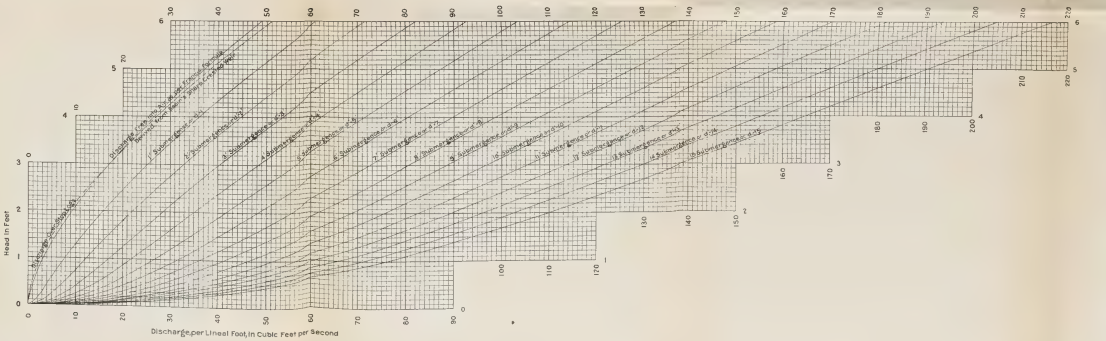
Scale in feet



PRECIPITATION FROM DECEMBER TO DECEMBER
1875 to 1876, 1880 to 1881, 1886 to 1887, 1889 to 1890, 1903 to 1906.
Rain
Snow
PLATE No. 25
December January February March April May June July August September October November December
1875 1876
1880 1881
1886 1887
1889 1890
1903 1904
1904 1905
1905 1906
Vertical Scale 1"=1"
250,000
240,000
230,000
220,000
210,000
200,000
190,000
180,000
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Discharge in cubic feet per second.
NOTE 1
Rainfall and snowfall have been measured by the Meteorological Service at Ottawa, 1876, and at Renfrew, Pembroke and Rockliff, 1881, and at several other places in the later years.
This survey observed specially at Ottawa, Gower Point, Bryson and the Summit Lakes during 1905 and 1906. The plottings have been made from means of the various stations.
During '76-'81-'87 and '90 the Winter precipitation (Dec.-Apl.) records give only the total inches per month. This is divided by the days per month and plotted as an average daily fall, although on many days no storms occurred.
During the Summers and Autumns of these years the precipitation is usually separated into storm periods and is so plotted, where possible.
During the whole of 1904 only an average daily per month was obtained.
From April, 1905, to December, 1906, daily records were kept and so it has been possible to plot each particular day's precipitation.
NOTE 2
The measurements from which these curves were computed extend from May, 1905, to October, 1906, which, unfortunately, were unusually dry seasons. The highest discharge measurement obtained is below the average maximum for 60 years.
The curve is substantially correct for low water conditions, but its production cannot be taken to indicate accurately the discharge during years above the average maximum.
In 1907, however, the river reached normal high water flow, and, judging from measurements then made at Ottawa and Montreal, it seems that the discharges indicated by the curve are correct for an elevation of 131 at Ottawa, but should be gradually increased to a maximum of 11.3% for the extreme year 1876 when the surface elevation was 152 at Ottawa.
PUBLIC WORKS, CANADA.
GEORGIAN BAY SHIP CANAL
DAILY DISCHARGE OF THE
OTTAWA RIVER AT BESSERERS GROVE
FOR THE FOLLOWING YEARS
1846
1876
1881
1887
1890
1904
1905
1906
ALEXANDER. McDOUGALL, Hydraulic Engineer.
SYDNEY B. JOHNSON, Asst. Hydraulic Engineer
To accompany report upon survey, with plans and estimates of cost, for a navigable waterway, 22 feet deep from Georgian Bay to Montreal
A. ST LAURENT, A.M.Can.Soc.C.E. M.Inter Ass'n of Nav.Con
Engineer in Charge
G.R. GOUTLEE, Can & Am.Soc.C.E.
S.J. CHAPLEAU A.M.Can.S.M.Am.Soc.C.E.
District Engineers
December January February March April May June July August September October November December

PLATE NO. 26


PUBLIC WORKS, CANADA.
GEORGIAN BAY SHIP CANAL
DAILY DISCHARGE
OF THE
OTTAWA RIVER
AT
HEAD OF MONTREAL ISLAND, BESSERERS GROVE, GOWER POINT AND DEUX RIVIERES.
Scale { Hor. 1" = 20 Days. Ver. 1" = 10000 cu. ft. per sec.
TOTAL DRAINAGE AREAS.
To Head of Montreal Island, 55693 Square Miles.
" Besserers Grove, 45473 "
" Gower Point, 27900 "
" Deux Rivières, 19880 "
ALEX. McDOUGALL, Hydraulic Engineer.
SYDNEY B. JOHNSON, Asst. Hydraulic Engineer.
To accompany report upon survey with plans and estimates of cost fo a navigable waterway, 22 feet deep from Georgian Bay to Montreal.
A. St. Laurent
Engineer in Charge
O R Coutlee
S.J Chapleau
District Engineers
NOTE
The measurements from which these curves were computed extend from May 1905 to October 1906, which, unfortunately were unusually dry seasons. The highest discharge measurement obtained is below the average maximum for 60 years.
The curve is substantially correct for low water conditions but its production cannot be taken to indicate accurately the discharge during years above the average maximum.
In 1907 however, the river reached normal high water flow, and, judging from measurements then made at Ottawa and Montreal, it seems that the discharges indicated by the curve are correct for an elevation of 131 at Ottawa, but should be gradually increased to a maximum of 3½% for the highest flow of 1906.
Cubic feet per second



Public Works, Canada.

Georgian Bay Ship Canal
Flow Over Weirs

To accompany report upon survey with plans and estimates of cost for a navigable waterway 22 feet deep from Georgian Bay to Montreal.

A St Laurent, A.M.Can Soc C.E.
Mem. Am. Soc. of Mech. Eng.
Engineer in Charge
C.R. Coutlee, Can. & Am. Soc. C.E.
S.J. Chapleau, A.M.Can & M.Am Soc C.E.
District Engineers

PLATE No. 28

PUBLIC WORKS, CANADA

GEORGIAN BAY SHIP CANAL

DAILY DISCHARGE OF THE AMABLE DU FOND RIVER

TOGETHER WITH THE DAILY FLUCTUATION OF KIOSHKOQUI, MANITOU, TEA AND THREE MILE LAKES, AND THE DAILY PRECIPITATION IN INCHES AT KIOSHKOQUI LAKE.

ALEX. McDOUGALL, Hydraulic Engineer.
SYDNEY B. JOHNSON, Asst. Hydraulic Engineer.

To accompany report upon survey, with plans and estimates of cost, for a navigable waterway 22 feet deep from Georgian Bay to Montreal.

A. ST. LAURENT, A.M. Can. Soc. C.E., Water. Assn. of Am. Inst. Engineer in charge
O. R. GOURLEY, Can. & Am. Soc. C.E.
S. J. CHAPLEAU, A.M. Can. Soc. C.E., Am. Soc. C.E.
District Engineers

THREE MILE LAKE

10 ft. Storage	511,982,560	Cubic feet.
20 ft. "	1,024,325,120	" "
30 ft. "	1,536,887,680	" "

TEA LAKE

10 ft. Storage	1,625,310,720	Cubic feet.
20 ft. "	3,250,621,440	" "
30 ft. "	4,876,932,160	" "

MANITOU LAKE

10 ft. Storage	1,393,120,000	Cubic feet.
20 ft. "	2,787,240,000	" "
30 ft. "	4,181,360,000	" "

KIOSHKOQUI LAKE

10 ft. Storage	986,895,360	Cubic feet.
20 ft. "	1,973,790,720	" "
30 ft. "	2,960,686,080	" "

Gauge Readings in feet above M. S. L.

Rainfall in inches

Rain ☐
Snow ■

Ice taken up Dam closed
Dam opened
Dam opened
Dam closed
2 drops taken out
Dam closed

3.23" 3.43" 1.53" 1.67" 2.72" 1.92" 1.87" 0.99" 2.54" 4.64" 2.71" 3.59" 2.59" 3.19" 2.83"

(L. Talon observations X Daily records observations at Kioshkoqui Lkt. Survey observations)

Note:—1

Discharge approximate from May 1st to June 6th, 1905.

Lakes Three Mile, Tea and Manitou observations start on September 12th, and Kioshkoqui on September 3rd, 1905.

Rainfall observations at Kioshkoqui Lake commence on October 1st, 1905.

Note—2

735 cubic feet per sec. is the available flow during 200 days of navigation, with 30 foot storage in the reservoirs.

Scale in cubic feet per second

May 1905 | June | July | August | September | October | November | December 1905 | January 1906 | February | March | April | May | June | July | August | September | October | November | December 1906

PUBLIC WORKS, CANADA.

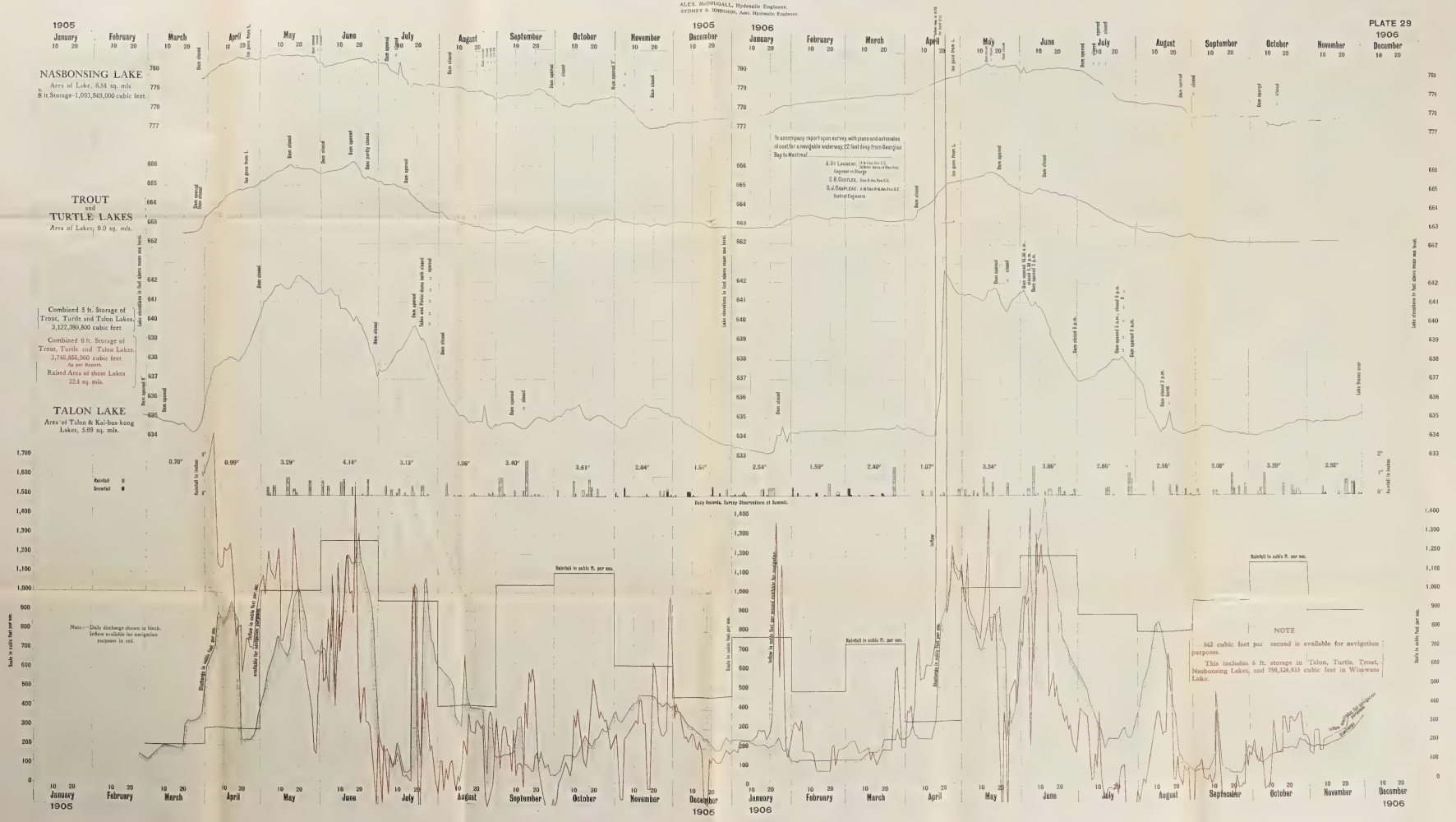
GEORGIAN BAY SHIP CANAL
DAILY DISCHARGE, IN-FLOW AND RAINFALL AT LAKE TALON

ALSO

THE SURFACE FLUCTUATIONS OF TRIBUTARY LAKES AND THE RAINFALL IN INCHES ON THE WATERSHED.

ALEX. McDOUGALL, Hydraulic Engineer.
SYDNEY B. JOHNSON, Asst. Hydraulic Engineer.

PLATE 29



Public Works, Canada.

Georgian Bay Ship Canal

Daily Discharge of the Ottawa River at BESSERERS GROVE

from 1844 to 1846 & 1850 to 1906

also the

Monthly Precipitation

and the

Mean Monthly Temperature

from 1866 to 1908

Scales

	Hor 1 Div 1 Month
Daily Discharge	Ver 1 Div - 10000 cub ft
Precipitation	Ver 1 Div 1 Inch
Temperature.	Ver 1 Div 10 Degrees F

ALEXANDER McDOUGALL, Hydraulic Engineer.

SYDNEY B. JOHNSON, Asst. Hydraulic Engineer.

Notes

Red line shews yearly mean discharge

Yearly mean discharge from 1844 to 1846 and from 1850 to 1906 - 55464 cub ft per sec

The greatest discharge was in 1890 when it averaged for the whole year 68584 cub ft per sec. The lowest discharge was in 1877 averaging 35583 cub ft per second

Yearly mean precipitation from 1866 to 1872 and from 1874 to 1905 31.60 inches

Yearly mean Temperature from 1866 to 1872 and from 1874 to 1906 40.36 Fahrenheit

Run-off was calculated from Dec 1866 to Dec 1872 and from Dec 1874 to Dec 1906, for these years the average run-off equals 53 of the precipitation

Mean maximum high water 158900 cub ft per second for 60 years.

To accompany report upon survey with plans and estimates of cost for a navigable waterway 22 feet deep from Georgian Bay to Montreal

A. St. Laurent {A.M.Can.Soc.C.E. Minister Assn of Dom.Gov.}
Engineer in Charge

C. R. Coutlee Can.S.Am.Soc.C.E.

S. J. Chapleau A.M.Can.S.M.Am.Soc.C.E.
District Engineers

PLATE No 30

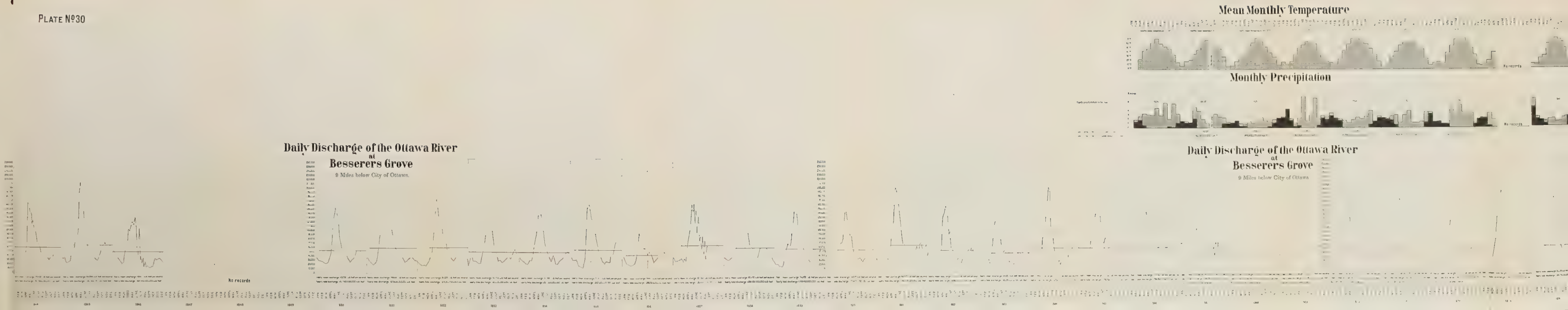
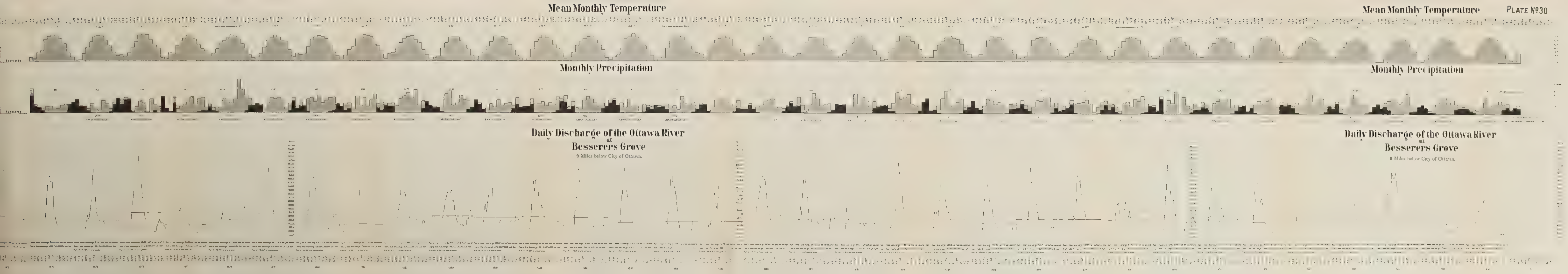


PLATE Nº30



Public Works, Canada.

Georgian Bay Ship Canal

Daily Discharge of the Ottawa River at BESSERERS GROVE

from 1844 to 1846 & 1850 to 1906

& of the

Monthly Precipitation

and the

Mean Monthly Temperature

from 1866 to 1906

Scales

	Hor. Div.	Month
Daily Discharge	Ver 1 Div	10000 cub ft
Precipitation	Ver 1 Div	1 Inch
Temperature	Ver 1 Div	10 Degrees F

ALEXANDER McDOUGALL, Hydraulic Engineer

SYDNEY B. JOHNSON, Asst. Hydraulic Engineer

Notes

Red line shows yearly mean discharge
Yearly mean discharge from 1844 to 1846 and from 1850 to 1906 = 55464 cub ft per sec
The greatest discharge was in 1890 when it averaged for the whole year 68584 cub ft per sec. The lowest discharge was in 1877 averaging 35503 cub ft per second
Yearly mean precipitation from 1866 to 1872 and from 1874 to 1906 31.60 inches.
Yearly mean Temperature from 1866 to 1872 and from 1874 to 1906 40.36° Fahrenheit
Run-off was calculated from Dec 1866 to Dec 1872 and from Dec 1874 to Dec 1906, for these years the average run-off equals 53% of the precipitation.
Mean maximum high water 158900 cub ft per second for 60 years

To accompany report upon survey with plans and estimates of cost for a navigable waterway 22 feet deep from Georgian Bay to Montreal

A. St. Laurent [illegible]
Engineer in Charge

C. R. Coutlee [illegible]

[illegible]
District Engineer


MERRICK
MULOCK
FRENCH
WIDDIFIELD
PHELPS
OLRIG
MATTAWA
FERRIS
BONFIELD
CALVIN
PAPINEAU
LAUDER
BOULTER
CHISHOLM
HIMSWORTH
PENTLAND
BOYD
WILKES
BALLANTYNE
OSLER
BIGGAR
PAXTON
LAKE NIPISSING
North Bay
Nipissing Junction
Callender
Wisawassa
Powassan
Bonfield
Rutherglen
Mattawa
Ottawa River
Mattawan River
Antoine River
Canadian Pacific Railway
Grand Trunk Railway
South River
Algonquin National Park Boundary
Amable du Fond River
SUMMIT WATERSHED 542 SQUARE MILES
AMABLE DU FOND WATERSHED 435 SQUARE MILES
THIS PART DIVERTED INTO FEEDER CANAL 305 SQUARE MILES
Public Works, Canada
Georgian Bay Ship Canal
GENERAL MAP OF THE
SUMMIT AND AMABLE DU FOND WATERSHEDS
SHOWING
PROPOSED DIVERSION INTO FEEDER CANAL
Scale of Miles
0 1 2 4 6
REFERENCES
Evaporation Tanks Shown Thus
Water Gauges " "
Rain " " "
Gauging Stations " "
To accompany report upon survey, with plans and estimates of cost, for a navigable waterway, 22 feet deep from Georgian Bay to Montreal.
A. ST. LAURENT, A.M.Can.Soc.C.E. M.Inter. Ass'n. of Nav. Con. Engineer in Charge
C.R. COUTLEE, Can. & Am. Soc. C.E.
S.J. CHAPLEAU, A.M.Can. & M.Am.Soc.C.E.
District Engineers

Public Works, Canada

Georgian Bay Ship Canal

TYPE OF UPPER LOCK GATE

To accompany report upon survey with plans and estimates of cost for a navigable waterway 22 feet deep from Georgian Bay to Montreal.

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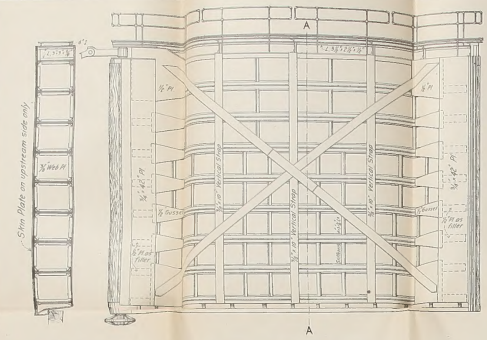
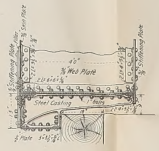
Assistant Engineers



Section on A-A

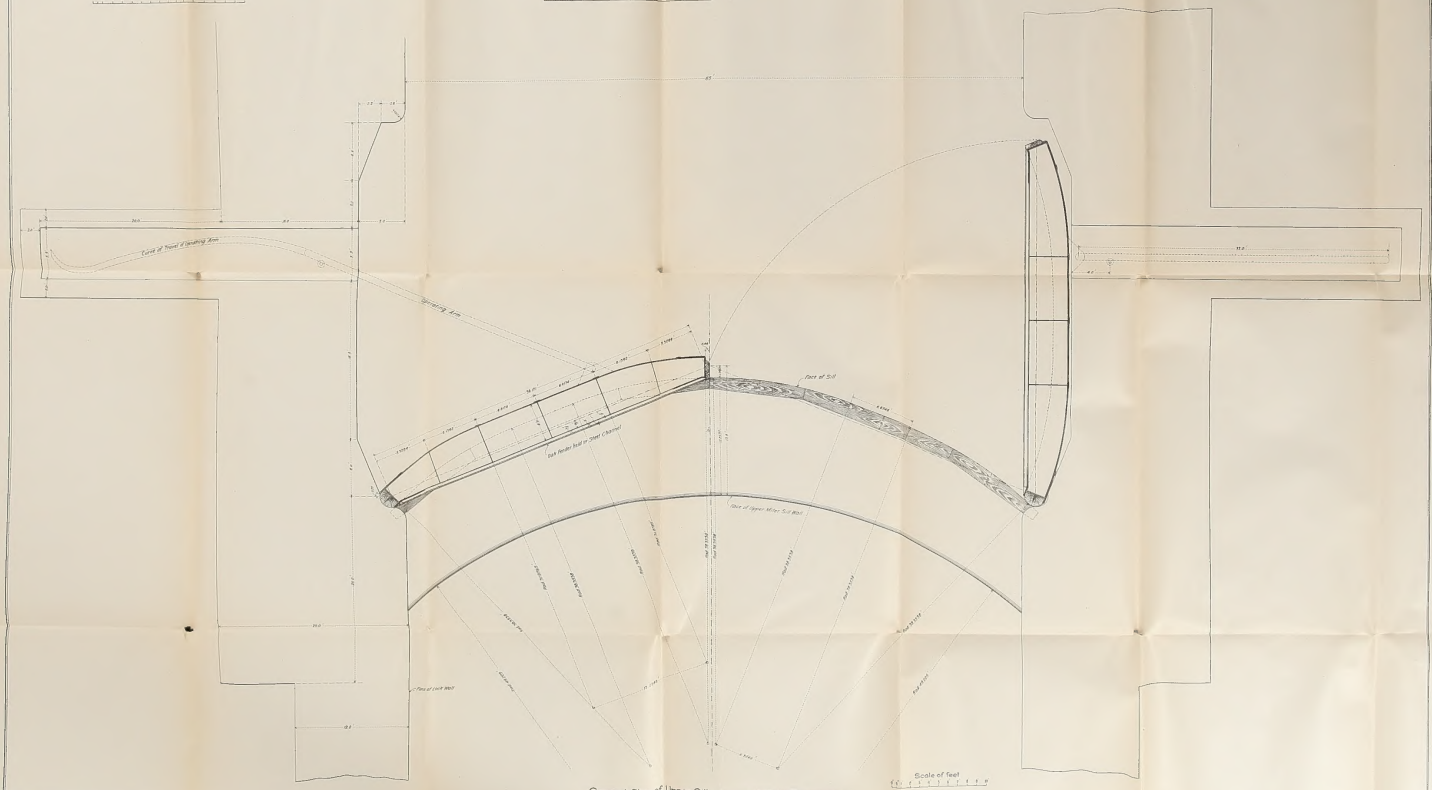
Downstream Elevation



Section of Shoe

Scale of feet

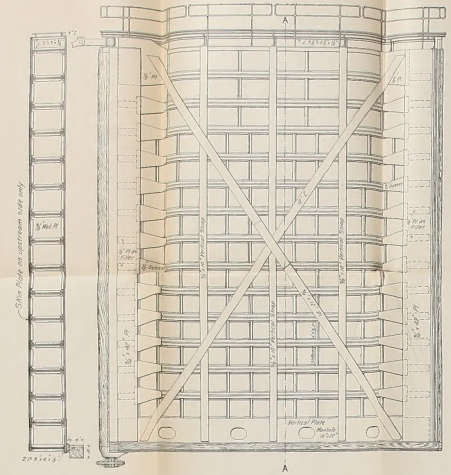
Scale of feet

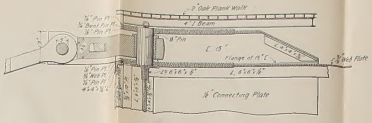


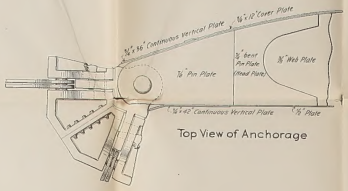
Scale of feet

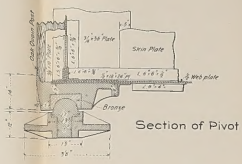
General Plan of Upper Sills, Quoins & Gate Recesses

Paul E. Moffet Sc.









Scale of feet

Scale of feet

Public Works, Canada.

Georgian Bay Ship Canal

TYPE OF LOWER LOCK GATE